

OXG - 2830  
Copy 1 of 5

20 December 1961

MEMORANDUM FOR : Chief, Development Branch, DFD-DD/P

SUBJECT : Report of Visit From [ ]  
Representative on [ ]

25X1  
25X1

1. On 14 December 1961, [ ] visited Development Branch to discuss the [ ] [ ]. This was a follow-up meeting to one I previously attended on 8 November where the same representative was discussing this system with Navy personnel. A copy of the previous report is attached. The general comments contained in paragraph 3 thereof are considered to hold; however, in view of the expanded information given by [ ] we may want to take a closer look at the system for potential future use. It is very difficult to evaluate a proposal of this type without seeing and using the hardware.

25X1

2. The [ ] system, according to [ ] is primarily a pilot's aid. It should lower fatigue on long flights. It should lower the proficiency required for precise instrument flying; less practice would be required to maintain individual skills. It can be used as an aid in accomplishing standard instrument approaches, navigation, terrain avoidance and weapons delivery. Other uses are possible with minor modifications. The secret of this system is the design and construction of the cathode ray tube. Extremely high standards of quality and production control are used in its manufacture. It is this tube that gives this system an advantage over similar U.S. systems which have been proposed. The system has been selected for use in [ ]

25X1

[ ] was emphatic in his recommendation that if we have any inclination to use a system of this type, we should get a reading from [ ] on their uses and experiences.

3. Cost of a production unit is around [ ] Development costs for a particular vehicle should not be great, but would not exceed [ ] in any event. The complete unit weighs about 50 pounds.

25X1A

OXC-2830  
Page 2

4. Comment: The present pilot's instrumentation in the OXCART vehicle is adequate for the purpose and well arranged. The addition of [ ] could possibly result in a lower flying time requirement to maintain proficiency with resultant reduced costs. If it is considered worthwhile to further investigate the possibilities and potential of [ ] it is recommended that a visit be made [ ] by Mr. Lou Schalk of LAC and a qualified representative of this Headquarters to see and fly the system in the simulator and in actual flight under varying conditions. This method is the only way by which a reasonable degree of knowledge of the desirability of the system can be gained at this time.

SIGNED

[ ]  
Lt. Colonel USAF

25X1A

Distribution:

- 1-C/DB/DPD
- 2-SA/TA/DPD
- 3-ACH/DPD
- 4-DB/DPD
- 5-RI/DPD

DPD/D [ ]

SECRET

CXC - 2777  
Copy 1 of 5

8 December 1961

MEMORANDUM FOR : Chief, Development Branch, DPD-DD/P  
SUBJECT : Reconversion of U-2 Modified for INS Tests

25X1A 1. Reconversion of a U-2 aircraft modified for accomplishing the INS flight tests to an operational configuration can be made overnight in an emergency, although two days are desirable. This information was received from [ ] of Lockheed. No PCF would be required solely as a result of the reconversion since the type of modification will not affect those items for which an PCF is necessary.

2. Additional tests of other types for which the U-2 would be a highly desirable test bed would not compromise the combat effectiveness of the vehicle.

25X1A

[ ]  
Lt. Colonel USAF

Distribution:

1&2-C/DB/DPD  
3-SPD/DPD  
4-DB/DPD  
5-RI/DPD  
DPD/DB/RLM:rew